TABLE 4												
TABLE 4 QUANTITATIVE IMPACTS OF NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES												
Effectiveness												
Types of Measures		85 th Percentile Change				Vehicles Per Day		Average Annual Collisions				
. ,,	pos o. mouduros	Before	After	Change	Percent Change	Change	Doroont	Before	After	Change	Percent Change	
Non-Physical Measures												
All Non-Physical		Limited Effectiveness as stand alone device										
Measures					I	1		1				
Speed C	Control – Vertical Measu	ires		1/0			/D			1/0		
	Entry Feature	25.0	27.4	I/D	220/		/D	2.62		I/D	120/	
	Speed Hump	35.0	27.4	-7.6	-22%	-355	-18%	2.62	2.29	-0.33	-13%	
	Speed Lump	Comp	arabla t		-14%		eed hump		and hum	on but I/F		
	Speed Cushion ¹	hu	arable to speed Imp but I/D				•	ole to speed hump but I/D				
	Split Speed Hump	37	32	-5	-14%	I,	/D			I/D	1	
	Speed Table	36.7	30.1	-6.6	-18%	-415	-12%	6.71	3.66	-3.05	-45%	
	Raised Crosswalk						,,	_		0.00	10,0	
	Raised Intersection	34.6	34.3	-0.3	-1%	L		Ineffe	ctive			
	Rumble Strips		I/D and Limited Effectiveness									
	Textured Pavement Limited Effectiveness as stand alone device											
Speed C	Control – Narrowing Mea	asures										
	Neckdown/Bulbout											
	Center Island	34.9	32.3	-2.6	-7%	-293	-10%	1/5				
	Narrowing									I/D		
	Two-Lane Choker											
	One-Lane Choker		I/D		-14%	I/D	-20%					
Speed C	Control – Horizontal Mea											
	Traffic Circle	34.2	30.3	-3.9	-11%	-293	-5%	2.19	0.64	-1.55	-71%	
	Roundabout					Insignificant		N-4 D			-15%	
	(Single-Lane)	Insig		gnificant Speed Effects			Volume Effects		Not Recorded to -			
									33%			
	Chicane Lateral Shift	I/D and Limited Effectiveness Ineffective										
	Realigned	-					menective					
	Intersection	I/D			I/D		I/D					
Volumo	me Control Measures											
Volume	Full Closure	I/D	I/D	I/D	I/D	-671	-44%			I/D		
	Partial Closure	32.3	26.3	-6.0	-19%	-1,611	-44 % -42%			I/D		
	Diagonal Diverter	29.3	27.9	-1.4	-4%	-501	-35%			I/D		
	Median Barrier	23.3	۵.13	-1.4	-4 /0	-501	-00/0			I/ D		
	Forced Turn Island					I/D		I/D				
	Turn-Movement	I/D										
	Restrictions											
Stop Sig												
Glop Gig	Stop Signs	I/D			1	/D	I/D					
Notes:	I/D = Insufficient Data											
Source:												
City of Portland, Rubber Speed Bump Research, 1995												
City of Portland, Rubber Speed Bump Research, 1995												